 National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION		NTSB ID: LAX01LA181		Aircraft Registration Number: N2479S	
		Occurrence Date: 05/18/2001		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Paauilo	State HI	Zip Code 96764	Local Time 0816	Time Zone HST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 337C		Type of Aircraft Airplane	
Revenue Sightseeing Flight: Yes			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On May 18, 2001, at 0816 Hawaiian standard time, a Cessna 337C, N2479S (Mokulele 3), experienced a loss of engine power in both engines and ditched in the ocean off the coast of Paauilo, Hilo, Hawaii. Mokulele Flight Service, Inc., owned and operated the airplane under the provisions of 14 CFR Part 135 as an on-demand air taxi flight. The tour flight, Circle Island Flight, was a counter clockwise tour around the big island. The commercial pilot and five passengers were not injured. The airplane sank in deep water, 150 feet, and presumed to be destroyed. Visual meteorological conditions prevailed for the local area sightseeing flight, and a company visual flight rules (VFR) flight plan had been filed. The flight departed the Kona International Airport, Keahole (KOA), Kailua/Kona, Hawaii, at 0700. The flight was scheduled to terminate at KOA.</p> <p>According to Hilo Air Traffic Control (ATC) personnel, radar services were terminated with the accident airplane about 0806 after the airplane had transitioned through the Hilo terminal area. The pilot was instructed to squawk VFR and a frequency change was approved. The pilot switched to a UNICOM frequency.</p> <p>At 0814, a company pilot reported to Hilo ATC that he had heard a mayday call on the UNICOM frequency. He indicated that a company airplane had crashed into the water abeam Paauilo.</p> <p>In the pilot's written statement, he indicated that he conducted a preflight inspection of the airplane that included a weather check, weight and balance, and inspection of the airplane. Once everyone boarded the airplane, he conducted engine run-ups with all gages, including the fuel gages indicating normal. The flight departed on the main fuel tanks, and were kept in that position throughout the duration of the flight.</p> <p>Near Paauilo, both engines started to fluctuate with a gradual power reduction. The pilot started the emergency procedures, advanced the mixtures, propellers, and throttles. He expected that one of the engines would have a greater surge, but that was not the case. He reported that the front engine was "going in and out of power." He checked the fuel pressure gages and saw that both needles indicated zero. He turned on both fuel boost pumps and checked that the magnetos were on both. There was no response. He then made several unsuccessful attempts to get a "fuel flow response" by switching both sets of fuel selectors to "various settings."</p> <p>Once the pilot was unable to deduce the nature of the problem, he realized that they were losing altitude. He turned his attention to his passengers and briefed them again on the emergency procedure for an ocean ditching. He reached over and opened the emergency exit door, made a mayday call, and then landed straight ahead. He felt the safest place to land was the ocean due to the calm and smooth conditions.</p> <p>The pilot stated that the airplane bounced twice before the final impact. The front windscreen collapsed on the final impact and the cockpit started to fill with water. The pilot exited through</p>					
FACTUAL REPORT - AVIATION					

National Transportation Safety Board

**FACTUAL REPORT****AVIATION**

NTSB ID: LAX01LA181

Occurrence Date: 05/18/2001

Occurrence Type: Accident


**Narrative** (Continued)


the front of the airplane. When he surfaced he saw that two passengers were at the surface inflating their life vests. The pilot swam to the right front of the airplane where he saw a third passenger surface. He then dove to the door, which was submerged, to assist the last passenger who was still in the airplane. The airplane was starting to sink, and he was unable to reach the passenger. The pilot resurfaced, and then saw the last passenger surface.


A tour helicopter circled the area and dropped life preservers. Personnel from county rescue services had everyone out of the water and to the nearest hospital 15 minutes after the accident.


Federal Aviation Administration (FAA) inspectors interviewed the pilot and passengers. The pilot and passengers reported that both engines quit at the same time. The pilot told the FAA that he did not visually verify the fuel quantity; instead he utilized the fuel gages as a reference for fuel quantity. The pilot further reported that he believed there were several gallons of fuel in the auxiliary tanks. When the engines quit, he switched to the auxiliary tanks, with no change in the loss of engine power.

The FAA inspectors also interviewed the owner, refueler, and director of maintenance of the company. The airplane was refueled the previous night with 44 gallons of fuel. When the refueler visually checked the fuel level, he stated that the fluid was just below the top, about 1 inch, which should have been 75 gallons. There were no unresolved mechanical anomalies with the airplane prior to the accident flight.

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: LAX01LA181			
		Occurrence Date: 05/18/2001			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type: Unknown					
Runway Surface Condition: Unknown					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Forced Landing					
<b>Aircraft Information</b>					
Aircraft Manufacturer Cessna		Model/Series 337C		Serial Number 337-0779	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? No	Number of Seats: 5	Certified Max Gross Wt. 4400 LBS		Number of Engines: 2	
Engine Type: Reciprocating	Engine Manufacturer: Continental		Model/Series: IO-360-C	Rated Power: 210 HP	
<b>- Aircraft Inspection Information</b>					
Type of Last Inspection 100 Hour	Date of Last Inspection 04/2001	Time Since Last Inspection 79 Hours		Airframe Total Time 3590.1 Hours	
<b>- Emergency Locator Transmitter (ELT) Information</b>					
ELT Installed?/Type Yes /		ELT Operated? No	ELT Aided in Locating Accident Site? No		
<b>Owner/Operator Information</b>					
Registered Aircraft Owner  Skycraft Air Maintenance		Street Address 73-1103 MakaMaka St.			
		City Kailua Kona	State HI	Zip Code 96740	
Operator of Aircraft  Mokulele Flight Service, Inc.		Street Address P.O. Box 830			
		City Holualoa	State HI	Zip Code 96725	
Operator Does Business As:			Operator Designator Code: MK9A		
<b>- Type of U.S. Certificate(s) Held:</b>					
Air Carrier Operating Certificate(s): On-demand Air Taxi					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter					
Type of Flight Operation Conducted: Non-scheduled; Domestic; Passenger Only					
<div style="display: flex; justify-content: space-between;"> <span>FACTUAL REPORT - AVIATION</span> <span>Page 2</span> </div>					

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Name			City		State	Date of Birth		Age																																																																																											
On File			On File		On File	On File		47																																																																																											
Sex: M	Seat Occupied: Left		Occupational Pilot? Civilian Pilot			Certificate Number: On File																																																																																													
Certificate(s): Flight Instructor; Commercial																																																																																																			
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																																			
Rotorcraft/Glider/LTA: Glider																																																																																																			
Instrument Rating(s): Airplane																																																																																																			
Instructor Rating(s): Airplane Single-engine; Instrument Airplane																																																																																																			
Current Biennial Flight Review? 11/2000																																																																																																			
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--no waivers/lim.				Date of Last Medical Exam: 05/2001																																																																																													
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Flight Plan/Itinerary																																																																																																			
Type of Flight Plan Filed: Company VFR																																																																																																			
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Kona					HI	KOA	0700		HST																																																																																										
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ITO	0751	HST	38 Ft. MSL	27 NM	310 Deg. Mag.																																																																														
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Day																																																																														
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 30.08 "Hg																																																																														
Temperature: 23 °C		Dew Point: 19 °C	Weather Conditions at Accident Site: Visual Conditions																																																																																
Wind Direction: Variable		Wind Speed: 4	Wind Gusts:																																																																																
Visibility (RVR): Ft.		Visibility (RVV) SM																																																																																	
Precip and/or Obscuration:																																																																																			
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Aircraft Damage: Destroyed			Aircraft Fire: None		Aircraft Explosion: None																																																																														
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Administrative Information		
Investigator-In-Charge (IIC) TEALEYE C. CORNEJO		
Additional Persons Participating in This Accident/Incident Investigation:  Dave Ryon Federal Aviation Administration Honolulu, HI		
<div>FACTUAL REPORT - AVIATION</div> <div>Page 5</div>		